



## Guide for boating Members

This is a guide for boating members, written by the Ships Husbands team, to promote safe and careful use of the clubs boating facilities.

### Who are the Ships Husbands Team?

We are six club members who: repair and maintain the river moorings; ensure that boats using these moorings are doing so correctly and safely; arrange and carry out craning of boats into and out of the river; store member's boats in the yard during winter.

All of the team hold at least the RYA Powerboat Level 2 qualification as well as other qualifications relating to use of cranes and operation of temporary highway control.

We are available to give verbal and practical guidance to members on how to operate their boats and how to tie up safely. This can include practical demonstrations for members who are both new to the club and/or new to boating. Boating should be a pleasurable activity and not a stressful one, and we are here to help.

### About this briefing

Instructions that contain the word **must** and are mandatory because:

- it's for your safety, or
- because they are the club rules, or
- it's a Dart Harbour Authority rule.

Instructions that contain the word **should** are requests from the Ships Husband to make life easier for everyone.

When you see the word "you", we mean "boating members and their crew".

Information paragraphs

*Like this, in blue, describe how the team can help you.*

In the rest of this briefing you will find what is expected of members:

- when they are ashore
- when they are on the water
- when their boats are being craned in
- when their boats are craned out.

And finally, a word about training.

### **What is expected of our boating members, ashore**

You **should** take care when maintaining your boat, mindful of both your own safety and care for other member's boats.

Members with boats stored in the TBA yard **should** keep the area provided clean and tidy with all rubbish removed and placed in the bin.

You **must** obtain permission before you store your boat or any other equipment in the boat park.

*Any of the ships husbands can help with authorisation of storage within the confines of the TBA yard on behalf of the Chief Ships Husband.*

*The Ships Husbands Team provides support during the winter months regarding the storage of members boats.*

You **must** remove your jib sails as soon as possible after craning in to prevent unfurling during strong winds. It is not unheard of boats to tip where an unfurled jib has blown out of its cover.

If you use an electric socket within the boat yard, you **must never** leave extension leads plugged in when you are not present to monitor them. There is a high risk of fire, which could destroy not only your boat, but also many other boats in the yard.

You **must** follow the TBA club rules relating to the storage of boats within the club yard.

For members who have not updated themselves recently with these rules and bylaws (The bylaws actually have more information than the rules) then we recommend a read through. You will find the rules and bylaws on the TBA website. See below.

You **must** identify all trailers that have been granted summer storage by the Ships Husbands Team, with the name of the craft, owner and a telephone number painted onto the trailer in waterproof paint or marker.

You **must** lodge a key for any lock must with the Ships Husbands to allow movement of trailers within the yard if required.

## What is expected of our boating members, on the water.

You **must** operate your boat in a safe and competent way at all times when your craft is underway. Moorings are allocated to members on this basis.

### Kill Cords.

Despite best efforts to stay aboard all sorts of situations can occur where the helmsman or a member of the crew fall overboard.

The “circle of death” is well documented, where an outboard engine not being steered will eventually turn fully one way or another and propel the boat to which it is fitted into a perfect circle. There have been numerous deaths around the world where unmanned boats still with engine running have struck the casualty who had fallen into water. Most recently was the terrible incident in Padstow, which we are sure you will remember. All for the sake of a kill cord that cost a few pounds to buy and seconds to put on.

Our advice is that you **must** always wear a kill cord in an open boat and in any boat if you are alone.

### Man Overboard Drill

We advise our boating members to have a plan in their mind of how they would best and most safely recover a person from the water using their boat.

This will generally be the easiest place to recover someone from the water and as far away as possible from the propeller.

*Further advice on these subjects can be provided by speaking to any of the Ships Husbands who are trained in Man Overboard recovery.*

### When you leave the mooring

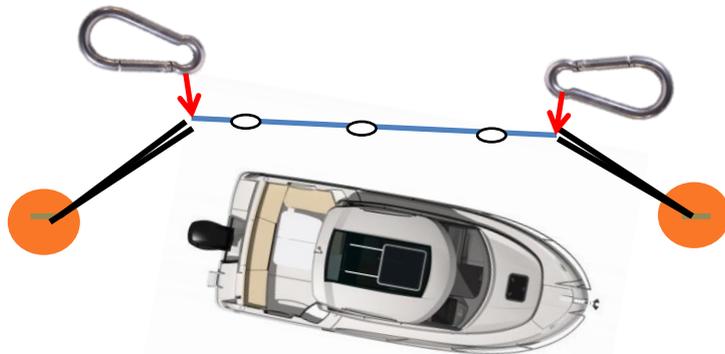
When you take your boat from its allocated mooring, you **must** leave the forward and aft buoys connected. This will keep the line of boats on the trot mooring securely joined together. Failure to leave the buoys connected can result in boats slamming into one another and damage being caused.

By far the easiest way to connect the buoys when vacating a trot mooring is to use a pick up line.

A line of a suitable size and condition snaps onto the forward and stern bridle lines.

The pick-up line will also have a suitable sized buoy, or series of buoys, connected along its length allowing a skipper to pick up the floating line on their return to the mooring.

A diagram below explains this system.



Here the skipper has connected their floating pick up line onto the forward and stern bridle lines using a snap shackle on each end. And now they are free to leave the mooring and enjoy their boating.



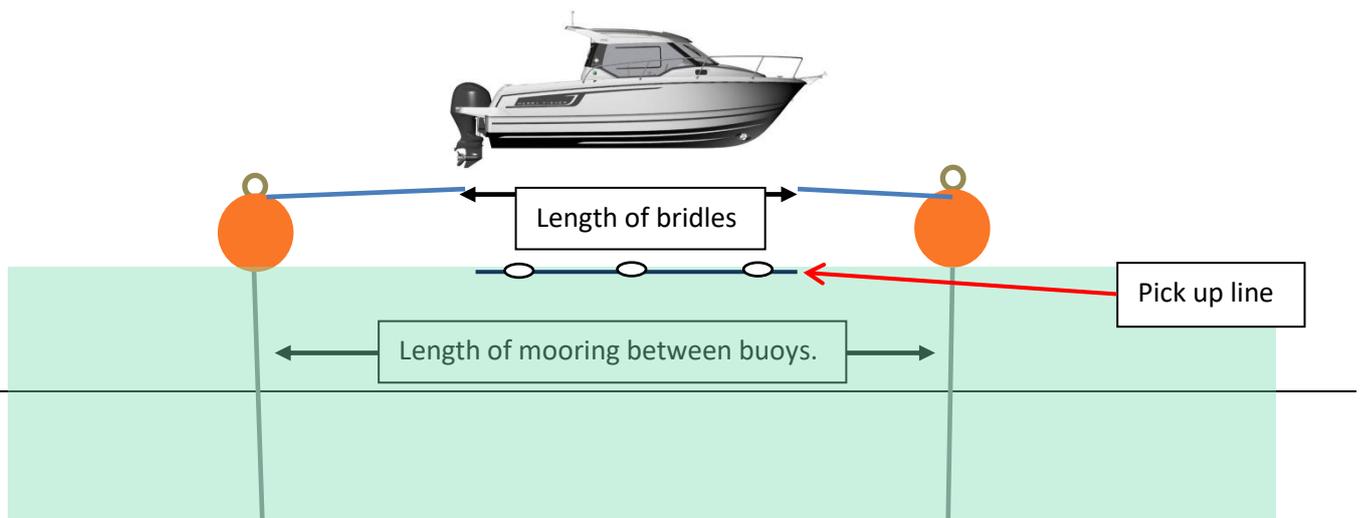
On return to the mooring the floating line can be easily recovered and placed on a midship cleat. Then the rear and front bridle lines can once more be retied forward and aft and pulled up fairly tight to keep the trot mooring in a straight line. It should be noted that manoeuvring a boat back into position must always be carried out at very slow speeds taking account of tide and wind.

### Length of pick up line?

The length of the pick-up line is critically important to ensure that the line of boats using the trot mooring are properly tethered together.

**Too slack** and the line of boats can meander and sit in an s shape rather than a straight line behind one another.

**Too tight** and boats can become too close to one another and collisions can occur in rough or windy weather. Also too tight a line can make mooring up difficult with not enough room for the returning boat to manoeuvre into position.



The length of the pick-up line for the mooring shown above will be the length of the mooring between buoys, minus the length of the bridles.

*If you are in doubt about how to set up your mooring with a pick up line then please contact any of the Ships Husbands team. We will also advise where bridles and pick up lines can be obtained.*

### **How you can help during Craning In.**

None of the moorings in “main stream” or “above bridge” may be used until 1<sup>st</sup> April each year by order of DHA.

You **should** attach bridles to your mooring on both buoys before craning in.

*Where this has happened then the Ships Husbands boat team will tie up a member’s boat for them during craning in.*

In some cases a member may not have been able to attach bridles and in this case you **must** prepare and ready lines of at least 10m on your boat at bow and stern positions.

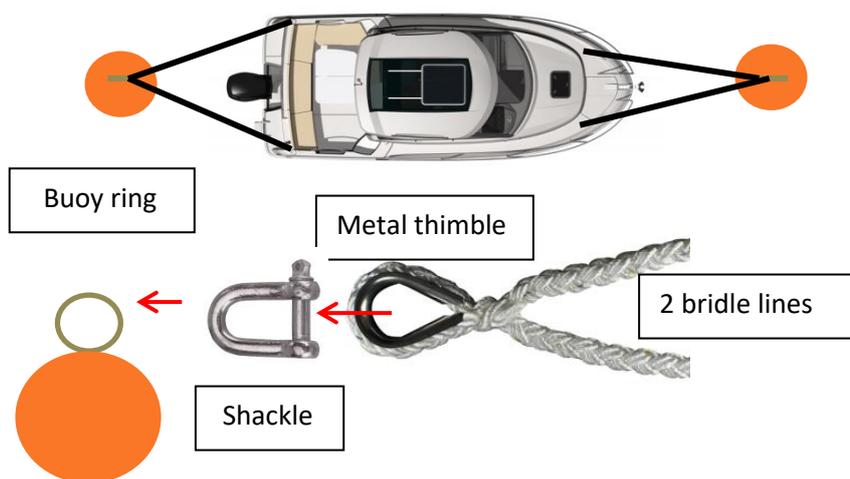
*We will use these as a temporary measure to tie up.*

Dart Harbour Authority requires a minimum of two independent lines of suitable size and in good serviceable condition at both bow and stern positions to be attached to both forward and aft buoys.

Therefore a single line attached temporarily after craning in **must** be replaced with correctly made bridles or independent lines within two weeks of craning in.

*The Ships Husband team will make an inspection after this period.*

The following diagram shows a powerboat correctly moored and a set of bridles with metal thimble and shackle.



Each of the 4 lines is attached to the buoy ring either independently or by a bridle metal thimble and shackle.

Simply passing a line around the buoy ring will eventually cause chaffing and wear on lines and will also not allow the boat to sit properly between buoys and the trot line. This method does not satisfy the Dart Harbour Authority.

### How you can help with Craning Out.

None of the moorings in “main stream” or “above bridge” may be used after November 30<sup>th</sup> each year by order of DHA.

If your craft is being craned from the river, you **must** ready at least a 10m line of good condition and of suitable diameter forward and aft, tied to cleats.

*It is always appreciated when members remove their bridles and replace with these mooring lines before craning out.*

Your craft **must** be in a clean and tidy state. Slippery boats covered in green algae, bird droppings, or other cannot any longer be removed by the ships husband’s team as the health and safety risks are too great.

*We realise that not all members are able to remove their bridle lines and where this is the case we will generally remove the bridles and then leave them tied to the club wall safety rail for collection.*

We are always very well supported on both the craning in and out days by our members. (Boating and non-boating). We simply cannot carry out this function alone and we are therefore always extremely grateful for any help given to us. If you are able to assist in any way at all during these important days we will always

be glad to see you. Please email either the Chief Ships Husband or the club Treasurer beforehand if you are able to assist so that plans can be made for catering and job allocation.

### **The TBA recommends RYA training**

Both the Ships Husbands team and the TBA thoroughly recommend RYA training courses which are bespoke to both powerboats and sailing craft.

At present there is no legislation requiring a person to receive any training or qualification to operate a boat. However a skipper is legally obliged to comply with much maritime law and can be prosecuted if such laws are breached. “Not knowing” is not a legal defence.

We therefore strongly recommend that our boating members are suitably trained (By experience or training course) before they operate any type of sail or power boat.

### **Thank you for reading**

The Ships Husbands team would like to thank you for taking the time to read our briefing for boating members and we hope that you have found it helpful.

If our team can be of help for advice or practically we can be contacted via email (Club website) or in person at the club during opening hours or at events.

We wish all our members a safe and fun season afloat.

Chief Ships Husband: Ian House

Ships Husband's -: Rod Edwards, Rob Nicholls, Keith Mountain, Andrew Keir and Cliff Morley.

Rules and bylaws can be found at

<https://www.totnes-boating.co.uk/membership>